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THE BARNACLE

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DECEMBER 19, 1991- JANUARY 8, 1992



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PUBLISHER NOTES

By Gary S. Golas

Now that another year is coming to a close I offer a heartfelt thanks and gratitude for your support over the past 12 months.

I wish each and every one of you a holiday season rich with family and friends and a great New Year ahead filled with abundant catches and safe voyages.

HAPPY HOLIDAYS EVERYONE!



Cover Photo: In a photo taken by Photographer Margaret Scott, Santa and Mrs Claus arrive in New Bedford by the F/V Debbie Rose.

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The Barnacle

Happy Holidays

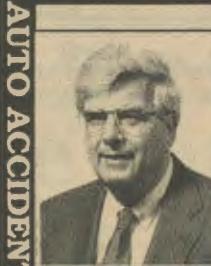
To all who have helped us throughout the past year, a well deserved thank you! May the Lord bless you and keep you throughout the new year.

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Ship to Shore....messages from offshore and home

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Deadlines are the first and third Friday of each month for the preceeding issue.

**NEXT ISSUE MESSAGES FOR PERIOD JAN 9- JAN 22
DEADLINE FOR THESE MESSAGES IS JANUARY 3**

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Scallop Committee Continues To Review Management Options

The Scallop Committee of the New England Fishery Council is still not quite ready to have fishermen review what may eventually begin a new comprehensive scallop management plan.

The committee had hoped to have its final report for the Council review on December 11th but it still needs to resolve a number of issues. Among them are the issues of days at sea and monitoring requirements.

What may be settled is that a scallop industry advisory group will get the chance to review the final document before it heads for public scrutiny. That advisory group will include a number of representatives

from New Bedford. Those names have not been revealed at this date.

The group also may be finalizing the period of time in which it may take to rebuild the stocks without having a dramatic impact on the fishery.

"At this point the committee has revised instead of a five year rebuilding schedule, a seven year rebuilding schedule," suggested Phil Coates, the committee's Chairman. "It means taking a period longer to get there so that we can have a better look at what impacts are going to be at the initial level."

It may mean that for the first couple of years, reductions in fishing effort could be set at a lower

figure of 15-30%. Coates added, "The pay-offs are that if you begin shucking larger scallops to get your poundage than obviously you don't need as many scallops."

The group plans to meet again after the holidays on January 6, 1992 at the Holiday Inn at the Crossings in Warwick, Rhode Island. If it finalizes its agenda the scallop advisory committee would be given the chance to review the measure the following week. The full council could then vote on the measure during its February meeting and public hearings could be held in March.

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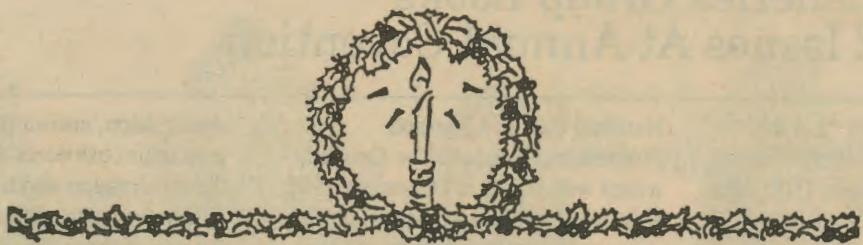
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Senator Biff & Marge MacLean

National Fisheries Group Looks At Current Issues At Annual Convention

Under the banner of "Let the Good Times Roll," members of the National Fisheries Institute (NFI) met in New Orleans from October 30-November 2 to address the issues facing the industry during the current economic recession.

"We chose the theme (Let the Good Times Roll) not so much because we are looking for this convention to be a "party," said Peter V. Cardone, the outgoing president of NFI. "Rather, we are looking for ways for this country and this industry to get back into good times."

The speakers and committee sessions concentrated on information and policies needed to improve the industry's economic condition. Ray Brady, the CBS economic correspondent who spoke to members at the opening breakfast, said not to expect the recession to end before Spring of 1992, but that when it did consumers who have been holding back would give full vent to their pent-up demand — which should mean a surge in consumption of higher-priced seafood products. Mr. Brady also described a changing American population that had "reached the fish stage of life." Babyboomers are now changing their diets to more healthful choices and seafood.

Mr. Brady was followed by Tom Jones, executive director of the

National Fish and Seafood Promotional Council. The Council, which will expire in December 1991, conducted a follow-up study of consumer attitudes and knowledge about seafood to see what, if any, changes had transpired during the tenure of the Council. The study is available from the Council, but the major change reported is that consumers are eating seafood for the taste, more than for the health benefits.

Stew Leonard, Jr. of Stew Leonard's retail store in Norwalk, CT reminded NFI members that one of the most effective selling techniques is to remember that "the customer is always right!" "The seafood industry must concentrate on giving customers products they truly want and the service they demand," he said. This approach has made his family's retail store the largest and most successful in the country.

Other special presentations included marketing and technical seminars featuring nutritionist Sonja Connor, niche marketing expert Robert Linneman, National Marine Fisheries Service and Food & Drug Administration officials, and a scientist from Hawaii Chemtech who has developed an assay test for ciguatera.

Michael Hurst, former president of the National Restaurant

Association, encouraged members to give their customers the products and the information about products that will make seafood fun for consumers. He talked about the importance of making the customer feel as though he/she is a part of the process of creating the food product purchased, be it in a restaurant or a grocery store.

Finally, at the NFI Board of Directors meeting on November 2, Tom Billy, the director of the FDA Office of Seafood, described the current status of seafood inspection programs and introduced a new "mark" for inspected seafood products. The current inspection program will continue to be voluntary and user-fee based, unlike meat and poultry programs which are mandatory and federal tax-supported. Billy also promised increased enforcement of economic fraud violations.

NFI is a non-profit trade association of 1,000 companies involved in all aspects of the U.S. fish and seafood industry — producers, processors, wholesalers, distributors, brokers, importers, exporters, and members of allied supportive industries. The Institute provides government relations, technical, promotional and public relations services in support of industry objectives and goals.

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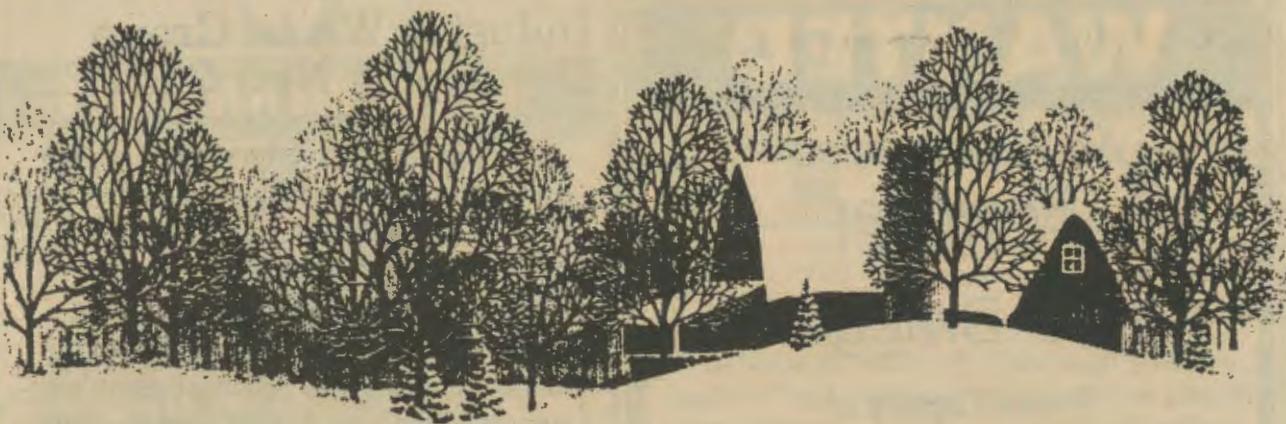
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So we take this opportunity to say thank you for your friendship. The good will and confidence you have shown are appreciated.

We also want to wish for you and all those dear to you a Happy Holiday Season followed by a New Year of Health, Happiness and Success in a World at Peace.

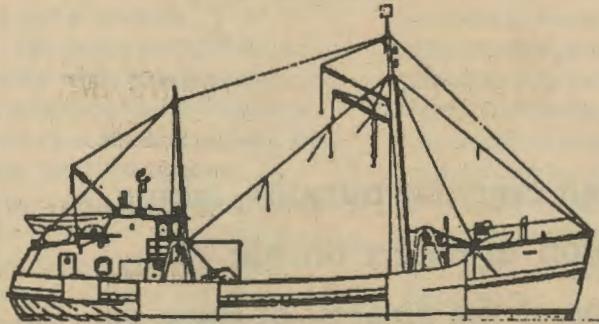
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Industry Wives' Group Developing New Cook Book

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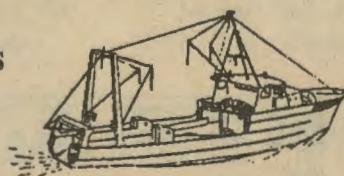
The group has been organizing the annual Blessing of the Fishing Fleet for a number of years now and most recently co-sponsored the First Annual New Bedford Seafood Festival. Recently the women decided to develop a cookbook to raise organizational funds. It hopes to use the monies raised to develop further promotional efforts promote New Bedford landed scallops and fish.

The cookbook will feature recipes mailed in from the public. If you have a favorite, consider sharing it. All receipes can be mailed to OMWA, 114 MacArthur Drive, New Bedford, MA 02740.

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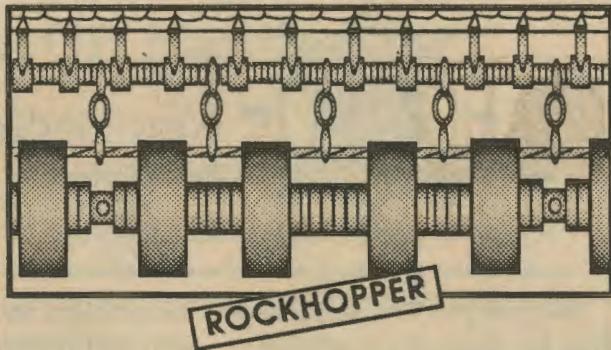


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special to you.**

John Saunders



Seafarers International Union New Bedford Column

Henri Francois

Over the past few months this office has received a number of complaints regarding the increasingly aggressive enforcement, by the Coast Guard, of its newly instituted safety regulations. We are aware that vessels are being stopped, and board, with greater frequency, and that this has caused increased tension and resentment toward the Coast Guard.

This office has contacted Congressman Gerry Studds about

this problem, and we are working with the Congressman and his staff to try and correct this situation. Congressman Studds has taken a strong stand for the fishermen, communicating to the Coast Guard officials that, he feels their actions have gone beyond standard enforcement in several cases. And, that a number of vessels are experiencing multiple and unnecessary boardings, with a few being inspected twice on a single

fishing trip.

The Congressman and his staff continue to monitor this problem and communicate with this office on a weekly basis. The S.I.U., with Congressman Studds assistance, shall continue to work on resolving this problem in a manner that enables the Coast Guard to do its job, and at the same time allows our members to earn a living without wasting effort, or damaging product.

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F/V Jane & Ursula Sinks Off Nantucket

Crew of Nine Rescued By Coast Guard

The New Bedford-based F/V Jane and Ursula sank in heavy seas off Nantucket on December 15th despite futile attempts by its crew and the Coast Guard to bring a major flooding problem under control.

Crewmembers aboard the 100 foot wooden eastern rigger, which just completed a major overhaul last month, noticed heavy flooding in its engine room.

A Coast Guard helicopter was used to hoist all of the nine men in high seas and heavy winds during the afternoon. The boat's skipper and owner, Patrick Carr, injured his hand while being the last to get through a reportedly difficult hoist by the helicopter. The copter's basket wire had caught on a ship's wire while it was attempting to raise Carr from his vessel. After tumbling back to the deck, a second try was made successfully.

A Coast Guard Cutter stood by the vessel and attempted to save her but were unsuccessful. Carr suspects a leakage in the rudder steering column

which was not detected when the ship was heading back out to sea.

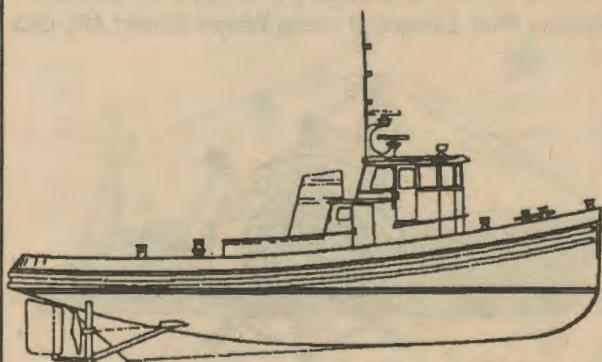
The ship suffered another flooding problem in October and required Coast Guard assistance. Since then she was hauled out of the water and completely renovated.



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One local waterfront business will be open with the purpose of brightening the holidays for anyone without a place to go.

The National Club at the foot of Union Street will be hosting for yet another Christmas and New Years its annual turkey dinner and New Years buffet.

The food and drink establishment's owner Dick

Alcobia says he knows that there will always be fishermen who will not be able to get back to their homes for the holidays because either they have no money or they have no home to go to. Serving the dinners was something he started back in 1965 and has been doing ever since.

He has served dinners over the recent Thanksgiving

holiday as well. That includes dinners for over 250 people.

This year Alcobia hopes to help the same number of folks on Christmas when he serves a great turkey dinner with all the fixings and on New Years Eve with a free buffet. He is welcoming everyone to stop by the "oldest" bar on the waterfront.

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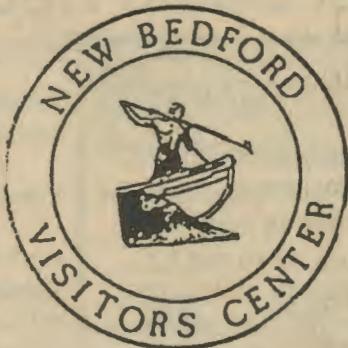


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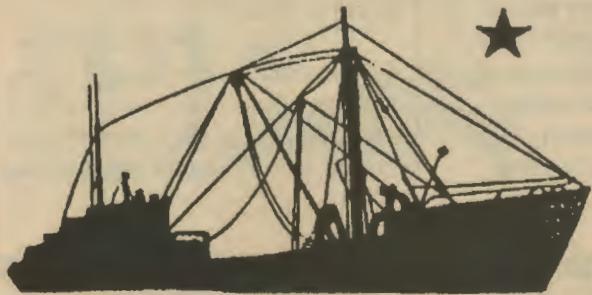
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The New Bedford Visitor Center is looking for volunteers to staff the center. Located at 47 North Second Street in New Bedford's Historic District, it features information about New Bedford and surrounding communities as well as the southern New England area. Volunteers are asked to man the information desk for a two to three hour shift assisting visitors with brochures and advice.

The Center is open seven days a week. All new volunteers will be given an orientation and training session to introduce them to the Center

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Coast Guard Reports

Provided as a courtesy of CG First District, Boston

November 5, 1991/ 9:04 AM

The F/V Jennifer Ann called for medical assistance 90 miles southeast of Nantucket when a 27 year old crew man had accidentally shot a 1" nail from a pneumatic nail gun into his left thumb. The flight surgeon was briefed and recommended an evacuation by helicopter. The man was successfully hoisted and transferred to Cape Cod Hospital.

November 5, 1991/ 1:34 PM

The offshore lobsterboat F/V Freedom reported itself disabled and adrift 90 miles southeast of Nantucket. The vessel had communicated with the F/V Sea Star which was relaying the message to Coast Guard Group Woods Hole. A cutter was diverted to assist, took the vessel in tow at 11:27 PM and was enroute to Noman's Island to be relieved by commercial tow.

November 5, 1991/ 3:00 PM

New York Center Coast Guard received a 121.5 signal EPIRB coming from the vicinity of 165 miles southeast of Nantucket. An aircraft was directed to investigate.

The signal could not be located and there were no further reports.

November 17, 1991/ 10:04 AM

The F/V Lori Michelle called a Mayday transmission 30 miles south of Martha's Vineyard. The 60' stern trawler began taking on water and had its aft deck awash. The Coast Guard aircraft and vessels were launched to assist. When the helicopter arrived on the scene, two pumps were passed to the vessel which stabilized the flooding. A Coast Guard vessel arrived on the scene and escorted the vessel closer to land where a rescue and assistance team brought the flooding under control. Due to water in the fuel lines, the vessel was taken in tow enroute to Woods Hole.

November 17, 1991/ 5:23 PM

The Coast Guard Operation Center received a 121.5 EPIRB alert coming from the vicinity 60 miles southeast of Nantucket. High flyer reports were solicited from aircraft in the area and no signals were detected. The nature of the signal remains unknown. At approximately 7:18 PM another signal was detected

coming from 275 miles southeast of Nantucket. A Coast Guard aircraft was directed to locate the source of the signal. After arriving on scene it conducted an electronic search within 25 miles of the position which brought negative results. After further searches the aircraft returned back to the airstation. The nature of the signal remains unknown.

November 22, 1991/ 6:36 AM

The 110' scalloper Blue Dove requested assistance due to a broken rudder and was taking on some water through the rudder post. The vessel was 130 miles east of Provincetown and a Canadian vessel remained in the area in the event the situation deteriorated. A cutter was dispatched and arrived on the scene at 11:00 PM. The vessel was taking in tow, however its rudder was jammed in the full right position which created some concern over the boat's ability to be towed. No commercial salvage was available and the vessel was towed to Gloucester.

While in tow by the Coast Guard vessel, a crew member of the scalloper complained of a possible heart attack. The flight surgeon was briefed and felt that the situation was

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something other than a heart attack and did not warrant immediate medevac. The cutter personnel monitored the man's condition until the vessel was safely moored in Gloucester.

November 23, 1991/ 9:00 AM

The F/V Sundance reported 30 miles south of Nantucket that they were disabled with reduction gear problems. Group Woods Hole issued a mariners assistance broadcast, but did not get a response. A cutter was directed to assist and took the vessel in tow to Nantucket.

November 24, 1991/ 7:50 PM

Coast Guard Operation Center received a 121.5 EPIRB alert

coming from the vicinity of northern Buzzard's Bay. Commercial aircraft also confirmed the signal. A vessel was sent to search the vicinity, but could not locate the source. At approximately 10:33 PM the signal was still active. A further search indicated that it was coming from eight miles to the northeast. The units determined that the signal was most likely coming from the F/V Jane and Ursula in Fairhaven. The boat was locked and vacant. Coast Guard personnel then attempted to locate the owner to secure the signal. The owner of the vessel had removed the EPIRB and placed it on its side on the deck. An FCC violation was issued.

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Fairhaven Fishermen Receives Coast Guard Document

Alan J. Cournoyer of Fairhaven has been awarded a U. S. Coast Guard Able Seaman Lifeboatman document. The ratings authorize Cournoyer to perform the duties of a crewman on vessels of unlimited tonnage and to take charge of a lifeboat.

To earn the ratings, Cournoyer was required to pass a half-day examination by the Coast Guard in Boston. He prepared for the test by completing a Houston Marine exam-prep course at Northeast Maritime in New Bedford.

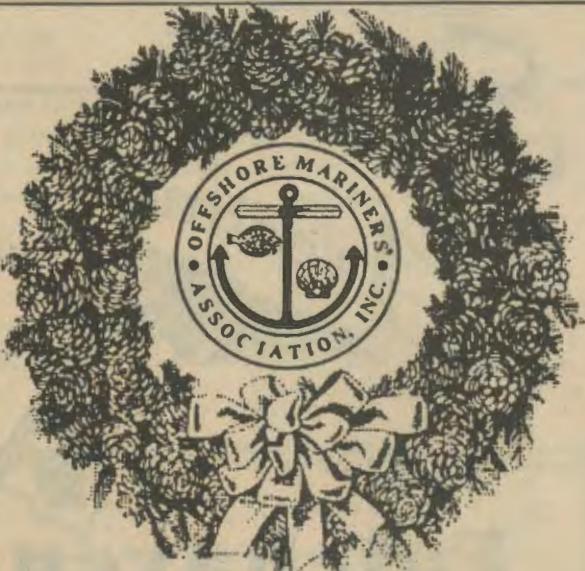
Mr. Cournoyer is a veteran New Bedford fisherman having served on the fishing vessel Deep Water. He used the experience to qualify to take the Coast Guard test.



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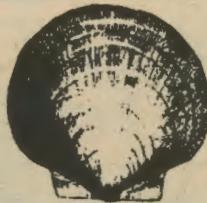
Rosemary Tierney,
Mayor-Elect



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SCALLOP LANDINGS



Monday, December 2, 1991	<i>No Scallopers At Auction</i>		
Tuesday, December 3, 1991	Huntress	6,000 lbs	\$4.81 Channel
Wednesday, December 4, 1991	<i>No Scallopers At Auction</i>		
Thursday, December 5, 1991	<i>No Scallopers At Auction</i>		
Friday, December 6, 1991	<i>No Scallopers At Auction</i>		
Monday, December 9, 1991	<i>No Scallopers At Auction</i>		
Tuesday, December 10, 1991	Jane & Ursula	7,000 lbs	\$5.26 Channel
Wednesday, December 11, 1991	<i>No Scallopers At Auction</i>		
Thursday, December 12, 1991	<i>No Scallopers At Auction</i>		
Friday, December 13, 1991	<i>No Scallopers At Auction</i>		



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This photo shared with us by Bill Lundrigan was taken on the former F/V Newfoundland. The man on the far right is Jim Costakes of the Seafood Producers Association. Bill is second from the left.

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In this old photograph the crew of the F/V Newfoundland did the shucking of sea scallops in the great outdoors overlooking the starboard rail.

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DRAGGER LANDINGS



Donna Marie 28,300/ Foz Do Mondego 16,000/ Galicia I 23,600/ Katrina Lee 18,500/ Lucimar 28,800/ My Way 36,600/ Ocean Spray 15,200/ Rams 12,000/ Ria De Aueiro 17,000/ Shannon III 21,600/ Valkyrie 22,500

TOTAL 240,100 lbs	500 lbs	Haddock 1.25
	133,400 lbs	Cod Whales .85/ Large & Scrods .75-1.05/ Markets .85-1.05
	13,600 lbs	Blackbacks .85-1.00/ Small and PW .80-1.00
Dec. 2, 1991	33,300 lbs	Georges Flounder all 1.00
Monday	800 lbs	Pollock .50
	300 lbs	Ruke 1.00
	182,900 lbs	SandDabs .50-1.00
	3,600 lbs	Yellowtail 80-100 count 1.00/ 100-120 count .80-1.08/ 140-180 count .80-1.00/ 160-180 count .90.

C-Venture 13,000/ Lady Laura 17,800/ Lucky Venture 35,200/ Neves 22,000/ Portugal 22,900

TOTAL 110,900 lbs	800 lbs	Haddock 1.50
	27,700 lbs	Cod Whale .95/ Large .79-.95/ Market .81-1.00/ Scrod .80-1.00
Dec. 3, 1991	1,700 lbs	Blackbacks Large BB 1.25/ Small BB 1.05-1.25/ PW 1.05-1.25
Tuesday	4,100 lbs	Georges Flounder 1.05/ Large Blackbacks 1.05/ Small BB .95/ PW .85
	45,900 lbs	Sand Dabs .38-1.05
	30,700 lbs	Yellowtail 100-120 count 1.10-1.21/ 160-180 count .87-1.10

Cowboy 11,800/ Imigrante 10,200/ Marlu 13,900/ Narragansett 15,300/ Sao Paulo 13,200/ Stirs One 13,600/ St. Luis 20,000/ United States 15,000

TOTAL 113,000 lbs	1,800 lbs	Haddock Large 1.50/ Scrod .90-1.50
Dec. 4, 1991	48,500 lbs	Cod all .90-1.00
Wednesday	6,400 lbs	Blackbacks 1.20 / Small 1.00-1.20/ PW .80-1.00
	3,500 lbs	Georges Flounder 1.20-1.25/ Large Blackbacks 1.20/ Small BB 1.20/ PW 1.00
	500 lbs	Pollock .60
	9,500 lbs	Sand Dabs .50-.65
	42,800 lbs	Yellowtail 90-110 count 1.10/ 100-120 count 1.12-1.20/ 160-180 count 1.00-1.10

Iberia II 34,500/ Sunflower 9,200/ Sunshine 15,000

TOTAL 58,700 lbs	500 lbs	Haddock 2.00
Dec. 5, 1991	22,800 lbs	Cod Large .95-1.10/ Markets .96-1.50/ Scrod .95-1.50
Thursday	4,800 lbs	Blackbacks 2.10-2.25 Small 1.40-2.25/ PW 1.40-2.00
	12,800 lbs	Sand Dabs .65-1.00
	17,800 lbs	Yellowtail 100-120 count 1.15-1.20/ 160-180 count 1.05-1.10

Bonansa 16,000/ Linda & Ilda 6,700

TOTAL 22,700 lbs	6,000 lbs	Cod all 1.00
Dec. 6, 1991	3,200 lbs	Blackbacks Small BB 1.20/ PW 1.00-1.20
Friday	300 lbs	Sand Dabs .65
	13,200 lbs	Yellowtail 100-120 count 1.30 / 160-180 count 1.00



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Mayflower 23,200/ Sancor 24,200/ Seel 21,000/ Senhora Da Boa Viagem 17,500/ Shelagh K. 22,000

TOTAL 212,100 lbs

1,300 lbs	Haddock Large 1.50/ Scrod 1.00-1.50
121,500 lbs	Cod Whale 1.35/ Large 1.30-1.55/ Market 1.32-2.00/ Scrod 1.3-2.00
19,500 lbs	Blackbacks Large BB 1.50-2.00/ Small BB 1.50-2.00/ PW 1.50-1.80
25,600 lbs	Georges Flounder 1.40-2.00/ Large BB 1.65-2.00/ Small BB 1.50-2.00/ PW 1.25-1.80
400 lbs	Pollack .80
24,000 lbs	Sand Dabs .75-1.00
19,800 lbs	Yellowtail 100-120 count 1.50-2.00 / 120-140 count 1.00/ 160-180 count 1.20-1.25

Dec. 9, 1991
Monday

Bagatell 16,300/ Buenos Aires 17,200/ Humbak 32,800/ Niagara Falls 10,200/ Susie K. 16,500
TOTAL 93,000 lbs

42,100 lbs	Cod Large .90-1.30/ Market .95-1.30/ Scrod .93-1.30
15,100 lbs	Blackbacks all 2.00-2.50
500 lbs	Pollack .30
3,500 lbs	Dabs 1.40/ Small 1.20/ PW 1.10
31,800 lbs	Sand Dabs .68-1.00

Dec. 10, 1991
Tuesday

Alem-Mar 11,800/ Costa Da Gale 12,000/ Lady Laura 11,000/ Santa Queen 15,000/ Sea Escape 12,200

TOTAL 62,000 lbs

32,400 lbs	Cod Large 1.25-1.50/ Market 1.15-1.50/ Scrod 1.20-1.50
6,200 lbs	Blackbacks Large BB 2.25 /Small BB & PW 1.00-2.25
7,000 lbs	Sand Dabs 1.00-1.75
16,400 lbs	Yellowtail 100-120 count 1.50-1.55/ 160-180 count 1.25

Dec. 11, 1991
Wednesday

Bonansa 14,000/ Costa Do Corvo 14,000/ Fisherman 19,900/ Galicia I 21,600/ Imigrante 11,000/ Lucimar 16,800/
My Way 16,500/ Praia Da Torreira 19,500/ Ruthie B. 15,100/ Travis & Natalie 17,000

TOTAL 165,400 lbs

300 lbs	Haddock 1.50
102,800 lbs	Cod Whale 1.00/ Large 1.05-1.20/ Market 1.10-1.17/ Scrod 1.05-1.20
6,900 lbs	Blackbacks Large BB 2.00-2.10 /Small BB 2.00-2.10/ PW .80-1.00
15,000 lbs	Georges Flounder Large BB & Small BB 2.12-2.15/ PW .60-1.00
31,900 lbs	Sand Dabs .60-1.10
8,500 lbs	Yellowtail 100-120 count 1.50-1.55/ 160-180 count 1.25

Dec. 12, 1991
Thursday

Alentejo 8,300/ Ana Palmira 11,600/ Dinah Jane 11,000/ Elizabeth 8,600/ Helen Marie 13,400/ Iberia II 21,800/ Impulse
15,600/ Linda & Ilda 30,600/ Lisbon 9,300/ Lucky Venture 17,800/ Luso-American I 31,000/ Luso-American II 21,500/
Rams 19,000/ Sao Paulo 10,100/ Southern Crusader 27,400/ Triunfo 14,000/ Valkyne 24,600/ Vila De Ilhavo 18,600

TOTAL 314,200 lbs

1,400 lbs	Haddock 1.50/ Scrod 1.00-1.50
89,300 lbs	Cod Large .90-1.50/ Market .90-1.25/ Scrod .90-1.25
18,700 lbs	Blackbacks 1.25-2.50/ Small BB 1.25-2.50/ PW .80-2.50
17,300 lbs	Georges Flounder 2.00-2.25/ Large 2.00-2.25/ Small BB 2.00-2.25/ PW .60-2.00
500 lbs	Pollack .40
400 lbs	Fluke 1.00-1.25
122,200 lbs	Sand Dabs .60-80
64,400 lbs	Yellowtail 90-110 count 1.38-1.40/ 100-120 count 1.30-1.50/ 120-140 count 1.40/ 140-160 count 1.20 / 160-180 count 1.10-1.20

Dec. 13, 1991
Friday

Happy Holidays from

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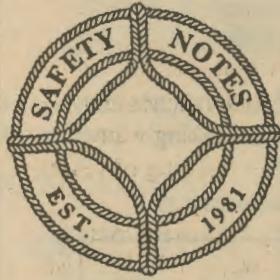
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A Contribution of
ERE Associates Ltd.
No. 8

by
Richard C. Hiscock

A Look At On-Board Emergency Instructions and Drills

This week we conclude our discussion of new requirements-in effect since September 15, 1991 - for documented fishing industry vessel operating outside the boundary line with what are probably the most important sections of the new regulations, those involving the posting of emergency instructions, and the requirements for instruction, drills and safety orientation.

EMERGENCY INSTRUCTIONS [46 CFR 28.265]

Each vessel must have on board the following emergency instructions:

On vessels with 4 or more persons on board, the following instructions must be posted in a, conspicuous location, accessible to the crew. Vessels with less than 4 persons on board are not required to post these instructions, but must keep them readily available.

- (1) Survival craft (liferaft) embarkation stations aboard the vessel and the survival craft to which each person on board is assigned.
- (2) The fire and emergency signal and abandon ship signal.
- (3) The location of immersion suits (if carried) and illustrated instructions on the procedure for donning the suits.
- (4) Procedures for making a distress call.
- (5) Essential action that must be taken in

an emergency by each individual.

The following instructions may be kept readily available as an alternative to posting.

- (6) Procedures for rough weather at sea, crossing hazardous bars, flooding, and anchoring the vessel.
- (7) Procedures to be used in the event a person falls overboard.
- (8) Procedures for fighting a fire.

Procedures for making a distress call should include - at a minimum - the following information:

Make sure the radio is on.

Tune to Channel 16 (156.8 MHz), 2182 KHz or other distress frequency used in area of operation.

Press microphone button and speaking slowly — clearly — calmly say: MAYDAY — MAYDAY — MAYDAY.

Followed by: "THIS IS F/V (NAME OF VESSEL), (NAME OF VESSEL), (NAME OF VESSEL), OVER."

Release microphone button briefly and listen for acknowledgement. If there is no answer, repeat above.

If there is still no answer, or if the Coast



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Guard or another vessel responds, say: MAYDAY — THIS IS THE F/V (NAME OF VESSEL)."

Describe position using latitude and longitude (lat./long.), LORAN coordinates (TDs), or range and bearing from a known point.

State the nature of the distress.

Number of persons on board, and the nature of any injuries.

Estimate the present seaworthiness of the vessel.

Give a description of vessel: (length; color of hull, superstructure, trim and masts; hull type; propulsion; and, additional distinguishing features).

Say: "I WILL BE LISTENING ON CHANNEL (insert channel or frequency)."

End message with: "THIS IS (insert name of vessel and call sign)."

If the situation permits, stand by the radio to await further communications with the Coast Guard or another vessel. If there is no answer, repeat, then try another channel.

Essential action that must be taken in an emergency by each individual should include - at a minimum - the following:

Making a distress call.

Closing of hatches, airports, watertight doors, vents, scuppers, valves for intake and discharge lines which penetrate the hull, stopping of fans and ventilation systems, and operation of all safety equipment.

Preparing and launching of survival craft (liferafts) and rescue boats.

Fighting a fire.

Mustering of personnel including Insuring that they are properly dressed and have put on lifejackets or immersion suits,

Assembling personnel and directing them to their appointed stations.

Manning fire parties assigned to deal with fires.

Special duties required for the operation of fire fighting equipment.

Procedures for rough weather at sea, crossing hazardous bars, flooding, and anchoring the vessel should include - at a minimum - the

following:

Close all watertight and weathertight doors, hatches and airports to prevent taking water aboard or further flooding of vessel.

Keep bilges dry to prevent loss of stability due to water in bilges. Use power driven bilge pumps, hand pumps, and/or buckets to dewater.

Align fire pumps to use as bilge pumps, if possible.

Check all intake and discharge lines which penetrate the hull for leakage.

Insuring that all personnel, remain stationary and evenly distributed.

Insuring that personnel don lifejackets or immersions suits if the going becomes very rough, the vessel is about to cross a hazardous bar, or when instructed by the master or individual in charge.

Procedures to be used in the event a person falls overboard should include at a minimum - the following:

Throw a ring buoy as close as possible to the person in the water.

Post a lookout to keep the person in



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the water in sight.

Launch rescue boat - if available - or maneuver vessel to pick up person in water.

Assign a crewmember to don lifejacket or immersion suit, attach a safety line, and standby to go in water to assist in the recovery of person in water if necessary.

If the person in water is not immediately located, notify the Coast Guard and other vessels in area.

Continue searching until released by Coast Guard.

Procedures for fighting a fire to include - at a minimum the following:

Shut off air supply to the fire — close hatches, ports, doors, ventilation, and similar openings.

Shut off electrical systems supplying the space, if possible.

Immediately use a portable fire extinguisher or water in the case of ordinary combustible materials. Do not use water on electrical fires.

If fire is in a machinery space, shut off the fuel supply and ventilation system and activate fixed fire

extinguishing system, if installed.

Maneuver vessel to minimize the effect of wind on fire.

If unable to control fire, immediately notify Coast Guard and other vessels in the area.

Move personnel away from the fire, have them put on lifejackets or immersion suits, and prepare to abandon ship, should it become necessary.

INSTRUCTIONS, DRILLS, AND SAFETY ORIENTATION [46 CFR 28.270] Instruction.

The master or individual in charge of a documented fishing industry vessel operating beyond the boundary line must ensure that each individual on board has received instruction for the following contingencies:

- (1) Abandoning the vessel.
- (2) Fighting a fire in different locations on board the vessel.
- (3) Recovering an individual from the water.
- (4) Minimizing the effects of unintentional flooding.
- (5) Launching survival craft and recovering lifeboats and rescue boats.
- (6) Donning immersion suits

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and other wearable personal flotation devices.

- (7) Donning a fireman's outfit and a self-contained breathing apparatus, if the vessel is so equipped.
- (8) Making a voice radio distress call and using visual distress signals.
- (9) Activating the general alarm.
- (10) Reporting an inoperative alarm system or fire detection system.

Instruction for the above contingencies may be conducted as part of the required drills (see below) or at other times provided that the instruction ensures that each individual is familiar with their duties and responses.

Drills must be conducted on board the vessel at least once a month for each of the contingencies listed above. All persons on board must participate in the drills, and drills must be carried out as if there were an actual emergency on board. In addition to practicing the above listed contingencies drill, shall include: breaking out and using emergency equipment, testing of all alarm and detection systems, donning protective clothing and immersion suits if the vessel is so equipped.

Safety Orientation. The master or individual in charge of the vessel



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must ensure that a safety orientation is given to any individual on board who has not received the instruction listed above and has not participated in the drills outlined above. The orientation must explain the emergency instructions required by 28.265 (see above) and cover the specific instruction required above.

Training. After September 1, 1994, no person may conduct the drills or provide the instruction required above unless that person has been trained in the proper procedures for conducting drills or instructions. An individual licensed to operate an inspected vessel of 100 gross tons or more need not have additional training to comply with this requirement.

The viewing of videotapes concerning the contingencies outlined above, whether on board the vessel or not, followed by a discussion led by an individual familiar with these contingencies will satisfy the requirements for instruction, but will not satisfy the requirements for drills or safety orientation.

the new fishing industry vessel safety regulations with a discussion of the new casualty reporting requirements for fishing industry vessels. In future issues we will update you on any changes or pending changes that may affect fishing industry vessels operating in this area. We wish you a Merry Christmas and a Happy and SAFE New Year.

If you have questions or would like a copy of the complete regulations please contact LCDR Paul Von Protz or Ted Harrington, First Coast Guard District Fishing Vessel Safety coordinators, at 617-223-8440.

Richard C. Hiscock is founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety. He is a member of the Society of Naval Architects and Marine Engineers, and serves on the Coast Guard's National Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182.

In the New Year we will conclude these series on

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Schooner ERNESTINA Log

Provided by Schooner ERNESTINA Commission
By Joseph C. Cardozo, Director



ERNESTINA Needs Your Help!

The ERNESTINA Morrissey Historical Association and the Schooner ERNESTINA Commission has announced efforts to raise funds to offset the cost the current training program. Commission Chairman Fred Littleton said "The 16 trainees are very enthusiastic and the crew of ten are doing an excellent job...they deserve our support, more than ever, to demonstrate the viability of the programs we develop." Ausetn Colgate, President of the EMHA said "We have waited patiently for a winter program and we are delighted with the stick-to-it-ness of the apprentices and the high quality of the entire professional crew. The results so far of this program justifies our support for its success, now. I hope to be able to join them in some part of their Caribbean or eastern seaboard cruising and urge others to do so; it would be a great experience."

In an effort to raise funds, a 1991 Schooner ERNESTINA year end appeal has been developed and current members of EMHA are being asked to support the venture. There will also be a membership drive next month which will offer special collector series caps to anyone who joins.

New Schedule Announced

The ERNESTINA will be sailing in the Caribbean instead of departing across the ocean as was previously announced. The following includes the new ports of call:

Dec. 23...arrive in Barbados
Jan 11-14...arrive in Grenada
Jan 21-23...arrive in Bonaire, Dutch Antilles
Jan 25-27...arrive in Curacao
Feb 10-14...arrive in Yucatan, Mexico
Feb 22-25...arrive in St Petersburg, Florida
Mar 18-21...arrive Miami
Mar 26-28...arrive Charlestown, SC
Apr 2-6...arrive Washington DC
Apr 8-10...arrive Baltimore
Apr 12-15...arrive Philadelphia
Apr 17-19...arrive New York City
Apr 21...arrive New Bedford

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Old Wooden Alert Has New Owner

The old Alert is back in the water thanks to a new owner. The old Cuttyhunk Island ferry has been painted and relaunched in the traditional manner by Carl Pimental of Billy Woods Wharf.

Pimental purchased the wooden vessel for \$1,500 from the state back in September. It had been sitting high and dry in Fairhaven Shipyard for a number of years before the purchase and required extensive hull work.

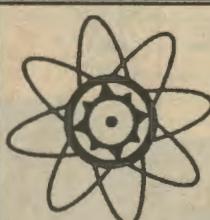
The boat worked between the island and mainland from 1917 to 1978 when it was replaced by a faster vessel. The state had purchased the vessel for \$18,000 and planned to use it as part of a state heritage park in the city. The state no longer is committed to developing a heritage park.

Pimental says he hopes to get community support for the vessel which will include maintenance and care of it. He adds that he is not too sure just what the vessel should be used for. It could be used for harbor tours if it is certified by the Coast Guard.



During the past two months prior to the relaunching of the vessel, Pimental worked at Fairhaven Shipyard with Ian Fletcher and Charles Ripley in caulking and repairing the old hull. Since that time the vessel was placed back in the water and tied to a dock Pimental's Crow Island home in the middle of New Bedford harbor.

Pimental welcomes any ideas and volunteers to work on the vessel. He can be reached at Billy Woods Wharf.



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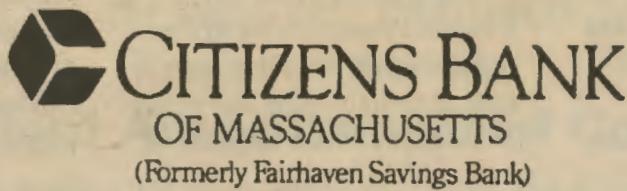
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Season's Greeting for a happy, healthy and safe holiday season, and our thanks for your support and patronage over the past year.



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Lightship New Bedford Undergoing Major Overhaul Above Its Waterline

Although she has no holiday lights strung from mast to mast this year, the New Bedford Lightship will be looking as good as new for the coming year.

Thanks to a \$32,500 grant to repair and paint her topsides awarded to an area contractor. The Sea-Tech Company, located on Herman Melville Blvd in New Bedford was one of two who submitted the lowest bid for the job. Sherman Smith began the work in early December and is expected to

take a few weeks longer. The other unsuccessful bidder was Kelley Shipyard in Fairhaven.

The mast, stays, decks and rails of the Lightship will be repaired and repainted. The rusted ladders up the mast have been taken down and replaced. The hull above the waterline will be repainted including a new lettering "New Bedford".

Greg Jones of the City's Historic Preservation Office indicates that the work was critical to stabilizing the vessel. Drain pipes which had burst in

the past and has been allowing rain water to enter the vessel will be replaced as well. The only area Jones added that he would have liked to get done with the grant was the cabins. That would take an additional \$15,000 and that money is not available at this time.

Jones said he hopes to have area groups use the ship. There had been talk of the city's Sea Lab program utilizing the ship. Another unnamed group is also looking at using the ship along with the sea scout program.

Greetings For The Season and Best Wishes For The New Year



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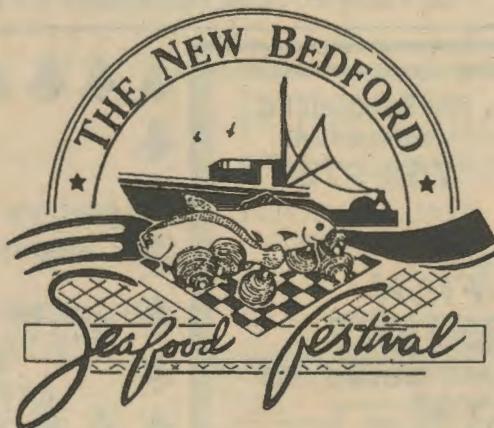
Season's Greetings

Wishing you the very, very merriest of holidays
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Serving you has been our pleasure and we look forward to 1992

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FROM THE GALLEY

Recipes Featuring
The Best From The Sea
Landed By New Bedford Fishermen

YOU'RE INVITED!
Seafood Recipe Contest
Sponsored by
Cuttyhunk Coldwater Seafood
of Mattapoisett

Holiday Seafood Mold

1 cup cooked fish
1 7-1/2 ounce can crabmeat
1 4-1/2 ounce can shrimp rinsed
2 tablespoons unflavored gelatin
1 tablespoon fresh lemon juice
1/2 cup cold water

1 cup mayonnaise
1 3-ounce pkg cream cheese, softened
1/2 cup celery chopped
1 teaspoon dill weed
1 teaspoon onion
dash Tabasco sauce
salt & pepper

In a heatproof cup combine the gelatin and cold water. Place the cup in a pan of hot water, over low heat and stir to dissolve gelatin. Add lemon juice. Paint the inner section of the chilled fish mold with one teaspoon of gelatin mixture: place a black olive slice in the mold for the eye of the fish and a pimento slice for its fin. Chill. Beat together the cream cheese and mayonnaise, add remaining gelatin mixture, onion, celery and seasonings. Fold in seafood. Spoon into chilled mold, cover with plastic wrap and chill until firm. To serve, unmold on platter of greens or parsley and decorate with lemon slices and seashells, if desired. Accompany with assorted crackers. Makes approximately 4 cups.

DO YOU HAVE A FAVORITE SEAFOOD RECIPE MADE WITH SEA SCALLOPS OR FISH?

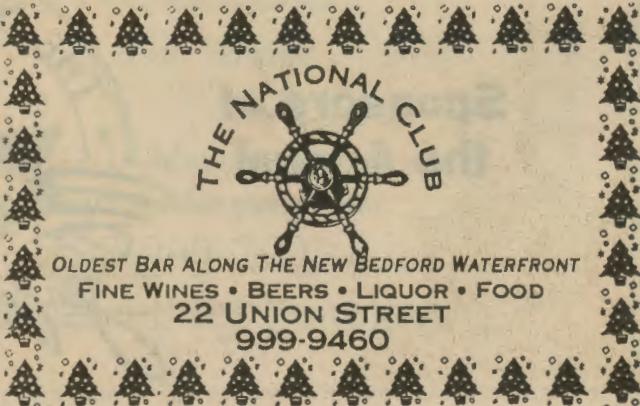
You could win \$10 worth of sea scallops from Cuttyhunk Cold Water Seafoods simply by entering your recipe in the Barnacle Recipe Contest (If we choose to print it, you win!!)

Barnacle Recipe Contest, C/O Cuttyhunk Coldwater Seafood
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Barnacle Word Game

To Help Pass The Time In The Wheelhouse

TIS THE SEASON Word Scrambler

Unscramble the words below, one letter to each square.

1. SHMCIARTS

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4. SHGIEL

<input type="text"/>				
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2. LUEY/GLO

<input type="text"/>				
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5. AATSN

<input type="text"/>	<input type="text"/>	<input type="text"/>
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3. YOJ

<input type="text"/>	<input type="text"/>	<input type="text"/>
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6. ULMP/PDUNGID

<input type="text"/>						
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7. EEDNRERI

<input type="text"/>				
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Now unscramble the circled
letters to form the mystery word.

Mystery Word

<input type="text"/>											
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Answers
to Games
Page 38



**La PASTA
House**

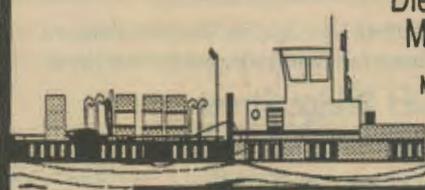
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OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

Once again the Offshore Mariner's Association cordially invites its members and friends to get together and spend an evening with good food, great music and lots of fun, during its annual Dinner Dance, at the Century House in Acushnet on Friday, December 27th.

We hope to make this a fun and enjoyable event from 6:30pm-midnight. We have sponsored this event for six years now and it gets better every year.

Please support your Association. The donation was reduced from \$50.00 per person

last year to \$30.00 and it will be continued at only \$30.00 per person this year as well. We hope to see everyone there as well as family and friends.

Please send your checvks or money orders to:

Offshore Mariner's Association
114 MacArthur Drive, Suite 3
New Bedford, MA 02740
Hope to see you there for a great evening!

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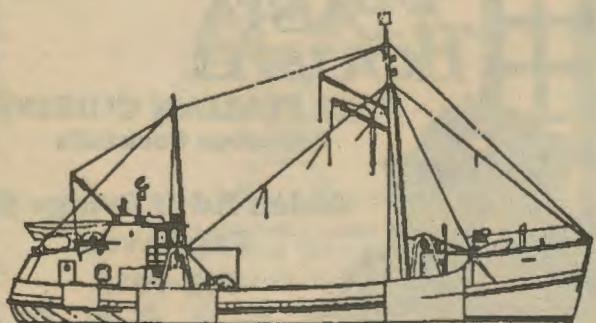
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ANSWERS TO GAME ON PAGE 35

1. CHRISTMAS	5. SANTA
2. YULE LOG	6. PLUM PUDDING
3. JOY	7. REINDEER
4. SLIEGH	MYSTERY WORD: Happy Holidays

MERRY CHRISTMAS &
HAPPY NEW YEARS

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"Larápios Vão pagar Caro"

By José Vinagre

Desde que a linha divisoria do George's Bank entre os Estados Unidos e o Canada foi estabelecida pelo Tribunal Internacional em 1984, várias confrontações têm ocorrido entre barcos de patrulha da Goarda Costeira canadiana e barcos de pesca dos Estados Unidos, ao ponto de metralhadoras serem usadas para fazer parar os mais teimosos. Os canadienses, frustrados por vezes com barcos que eram detectados a pescar em águas canadenses mas que não conseguiam capturar para os levar a tribunal no seu país, tomaram a posição das armas, e aqui vai pólvora.

Este ambiente não podia continuar, pois poderia escalar a pontos desastrosos. Em Agosto de 1989 representantes dos governos dos dois países iniciaram negociações para resolverem os processos legais, em caso que essas confrontações possam acontecer de novo. A intenção, é de cada país tomar as medidas necessárias para proibir os seus pescadores de violarem as leis do outro país. Durante as conversações, foi determinado que os Estados Unidos deveriam aumentar as suas penalidades contra os larápios. Oficiais da Goarda Costeira norte americana dizem que os regulamentos acordados durante as conversações, deverão servir para evitar que os barcos americanos tentem entrar nas águas canadenses, ricas em linguados e bacalhau. A multa máxima que até aqui é de 10.000 dollars, passa a ser de 100.000, juntamente com a perca do pescado e alvará de pesca.

Um dos problemas que a goarda costeira tem tido, é provar que os barcos apanhados estavam mesmo a pescar em águas proibidas, porque entre o período de tempo em que o barco foi detectado no radar da goarda costeira e o barco ser abordado, a rede já se encontrava abordo, contudo o novo regulamento, aplica avultadas multas a barcos que se encontrarem, muito simplesmente em águas territoriais canadenses. Não há regra sem exceção, e aqui também há. Só serão permitidos barcos com alvarás passados pelos órgãos canadenses, e barcos que estajam de passagem para outros territórios, contudo terão que armazenar todo o tipo de aparelho de pesca em lugar que demonstre que não é facilmente acessível.

Vários pescadores têm apresentado desagrado sobre algumas partes do acordo, alegando que as multas são excessivas em alguns dos casos, como avaria mecânica que os leve além da linha divisoria ou problemas eletrônicos que os fassa perder a posição exata na carta de navegação, uma vez que não há cerco ou marcação que os avise. Os pescadores usam um sistema eletrônico que lhes indica a posição na carta de navegação. Eletrônicos por vezes podem falhar e oferecer uma posição errada.

Os pescadores têm sido avisados várias vezes por meio da imprensa e pelas suas associações, que estas multas iriam ser postas em vigor muito em breve, e, por último elas afetarão a terem efeito a partir do dia 16 de Dezembro de 1991. Os oficiais da goarda costeira informam que os violadores serão processados com toda a capacidade da lei.

ACIDENTES MARITIMOS?

Se teve um acidente abordo de um barco ou enquanto trabalhava num cais você e a sua família poderão ter direito a receber benefícios ao abrigo das várias leis de compensação estaduais e federais.

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Para uma consulta grátis, telefone para os advogados GONÇALO M. REGO OU WILLIAM GATELY, JR.

POR SI, ELES "LUTARÃO" COMO MAIS NINGUEM.

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